

LINCOLNIA PLANNING DISTRICT STUDY

MEETING SUMMARY

JUNE
12

Task Force Meeting Tuesday, June 12, 2018
Thomas Jefferson High School – Second Floor Commons

7:00 pm

Task Force Attendance

- Daren Shumate, Chair
- Rita Zimmerman
- Alan Ackerman
- Debbie Gerald
- Fred Cornett

Approved
July 10, 2018

Open Comment Period
N/A

Meeting Summary

Staff began by providing an overview of five transportation network alternatives that the consultant team and staff had developed for the task force's consideration, including a detailed description of each option with an opportunity for Q&A. Each alternative was described and then assessed based on a comparative analysis between each option. Staff highlighted both quantitative and qualitative strengths and weaknesses.

- All transportation alternatives considered a connection between the intersection of Lincoln Rd. / Beauregard St. and Rt. 236 / Oasis Drive.
- Alternatives were primarily focused on providing options to mitigate traffic flow through and around the Beauregard and Rt. 236 intersection, while reducing pedestrian conflicts
- Alternatives either added additional road connections to improve flow or recommended alterations to traffic direction/flow of the existing road network
- The task force was asked to select the two options that they were most comfortable carrying forward for further analysis

Task Force Questions/Comments

What is the current status of potential roadway improvements at Chambliss St. and Beauregard St.? Staff will follow-up with a status update for the task force. Improvements and community feedback are still under review. Further discussion included the challenge of traffic operations around the left turn movement from westbound LRT onto Oasis Dr., the weaving of traffic exiting the Landmark Shopping Center onto westbound LRT.

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FC DPZ

To what degree is pedestrian safety improved in each of the alternative scenarios? Staff shared that improvements to pedestrian facilities could occur through redevelopment. Additional opportunities such as a traffic signal timing could also be explored.

What are the future plans for the existing service drives along LRT? Staff shared that they have been discussed generally, but have no detailed recommendation at this time.

What happens if improvements come in phased? The Comp Plan recommendations provide overall goal and development conditions. More detailed interim solutions can be explored during the rezoning process.

What about on-street parking for internal streets? Staff shared that on-street parking is a consideration that will be made further along in the process.

For Alternative 3, why is it necessary to have one-way pairs south of LRT? Staff shared that the Comp Plan is a guide that has to be flexible enough to accommodate different future scenarios. The continuation of the one-way pairs south of LRT allows us to consider an alternate scenario.

Public Questions

Member of the public asked about the consideration of the Landmark Mall redevelopment into our transportation analysis. Staff stated that approved land use recommendations are included in the Metropolitan Washington Council of Governments (MWCOG) regional forecast and are factored into the transportation analysis.

Task Force took a strawman vote with general agreement, noting **Alternative 1** (6-0-2) and **Alternative 3** (5-0-3) were the strongest options to move forward for testing. Staff noted that these options were selected for testing purposes as the scope allows two options to be tested and that there would be some room for amending the alternatives and that elements from one option could be shared with another. Task force will review the results of the analysis and offer their feedback. Task force member Matt Lyttle shared his preference for option 1 ahead of task force meeting via email. He shared his support for an Oasis connection with two lanes to preserve the goals identified in Community Business Center recommendation.

Meeting closed at 9:00pm